

76 01413



Metropolitan Transportation Commission

STAFF RECOMMENDATION AND EVALUATION REGARDING PROPOSED SAN MATEO COAST CORRIDOR POLICY REVISIONS TO THE REGIONAL TRANSPORTATION PLAN

Highways Construction San Mateo County

Attached to this recommendation is a set of proposed Plan amendments concerning the San Mateo Coast Corridor. Part I of the Plan amendment material consists of language which is proposed for insertion in the Regional Transportation Plan (RTP). Part II consists of a set of specific policies which are the basis for the proposed changes to the RTP. These policies will be referenced in the RTP but will remain outside the Plan document as a statement in support of Plan Revision. Eventual adoption by the Commission of Part I will constitute adoption of Part II by including the reference made to it.

RECOMMENDATION

MTC staff recommends that the Transportation Plan Development Committee approve the distribution of these proposed Plan amendments to the public for review and comment. Certain statements, however, have been added to the policies proposed to be referenced in the RTP. The staff feels these statements are needed to minimize any misunderstanding as to the intent of the policies, or how they might actually be used by MTC.

Qualifying Statements

1. The application of San Mateo Coast Corridor Policies is subject to the availability of the funds required for their implementation.
2. The San Mateo Coast Corridor Policies provide a basis for identifying priorities only within the corridor. No priorities have been established by these policies regarding the availability of transportation funds for use in the rest of San Mateo County or in the rest of the Region.
3. These San Mateo Coast Corridor Policies do not establish priorities for the nature or level of transit service or funding to be provided in the corridor as additional funding becomes available. This decision cannot be made until transit service standards have been developed in consultation with the affected transit operators.
4. An improved Sharp Park Road is intended to replace Route 380 as the Regional east-west connection to Pacifica. Therefore, MTC shall recommend that Sharp Park Road/Westborough Boulevard west of Interstate 280 be included in the State Highway System as a less than freeway facility.

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

JAN 14 1976

UNIVERSITY OF CALIFORNIA

UNIVERSITY OF CALIFORNIA
LIBRARY

UNIVERSITY OF CALIFORNIA
LIBRARY

5. Highway capacity expansion as used in the San Mateo Coast Corridor Policies refers to projects providing for continuous additional automobile travel lanes. Bus and truck climbing lanes, while increasing capacity to a certain degree, are not considered to be primarily capacity increasing in nature.

SCHEDULE

If approved by the Committee, these proposed revisions will be subject to public review. Public hearings will be held by both the Committee and the Commission. Issues raised at these hearings, as well as any modifications proposed by the Committee, would be analyzed by staff prior to February 20, 1976. On that date, the TPD will approve revisions to the RTP to be recommended to the Commission for adoption. Commission adoption of these revisions is scheduled for March 24, 1976.

EVALUATION

BACKGROUND

The proposed plan amendments have been derived directly from the corridor policies proposed for consideration as Plan amendments by the Joint Policy Committee (JPC) of ABAG and MTC. The mission of the JPC was to make the MTC and ABAG Plans more specific for this corridor and to achieve consistency between the transportation policies of MTC and the development policies of ABAG. The work of the JPC is supported by 10 months of analysis by both MTC and ABAG staff, public hearings held in the corridor, technical discussions held with local agency staff and numerous technical papers. The final report describes how the Study was conducted as well as its findings.

POLICY THRUST

The thrust of the policies from a transportation point of view can be summarized as follows:

1. Place a definite priority on a transit first policy.
2. Support the transit and development policies oriented to compact growth (recently adopted by ABAG) through the limitation of highway improvements to operational and safety improvements through 1990.
3. Upgrade transit for both recreational and general use.
4. Provide operational and safety improvements on highways serving the corridor including a Devil's Slide Bypass.
5. Assure social equity and the protection of environmental and recreational resources.

RATIONALE FOR SAN MATEO COAST CORRIDOR POLICIES

The following is a brief summary of the rationale upon which the San Mateo Coast Corridor Policies are based:

1. Purpose of the Study

These policies are the result of a study conducted by the Joint Policy Committee of ABAG and MTC which was intended to: (1) Assure compatibility between the Regional Transportation Plan (RTP) of MTC and the Comprehensive Regional Plan (CRP) of ABAG. Conflicts between the two plans were to be resolved. (2) Make the plans of the two agencies more specific so that regional priorities could be established for coordinated transportation and land use development. Therefore, the policies were written to establish priorities for transportation within the corridor and to indicate how MTC would carry out those priorities.

2. Regional Context

The study, and the policies resulting from it, focus on the corridor level to achieve both depth of analysis and comprehensiveness, while maintaining a regional perspective. The policies are a statement of what the regional agencies, MTC and ABAG, intend to do to achieve regional goals.

"Trade-offs" between spending money in this corridor vs. other corridors could not be made by evaluating one corridor at a time. Therefore, these policies establish priorities only within the corridor but from a regional perspective.

3. Format

The policies have been written with the intent to show clearly and specifically what action MTC will take as regards transportation in the corridor. In most cases a general policy is stated first, followed by a policy action saying "MTC shall...etc."

4. Interrelatedness of the Policies

The policies were written with the intention that there be a minimum of possible conflict between the policies, or for that matter, between the policies of the two agencies. They were written so that they would be mutually supportive. The level of transportation service called for in these policies is matched to the development policies adopted by ABAG. For this reason, substantive modification in one policy should not be made without first examining the effect of such a change on the other policies.

RATIONALE FOR SPECIFIC POLICIES:

The following paragraphs present an explanation of some of the more detailed features of the San Mateo Coast Corridor Policies. The discussion is arranged in four groups corresponding to the format of the detailed set of policies being considered for adoption by MTC.

1. Transportation Improvements

a) Limitation on Highway Capacity Expansion - Highway capacity expansion has been limited for two primary reasons: (1) To give a transit first approach to transportation an opportunity to be implemented without continuing to increase auto dependence. (2) Because the existing highway capacity has been found to be consistent with the compact growth approach to development embodied in the development policies which have been adopted by ABAG.

The year 1990 is used to establish a clear target for planning and programming at MTC. The MTC plan amendment process permits changes in this target or the establishment of new criteria on an annual basis. In addition, it is anticipated that existing highway capacities, assuming minimal transit usage, would not constrain development in the corridor until at least 1990.

Congestion occurs infrequently and for short time periods on highways in the corridor. Even during the peak commute periods, coastal highways are less "congested" than are similar highways in the remainder of the Region.

Intersection problems, rather than a lack of travel lanes, account for most of the congestion. Recreational travel exceeds the design capacity of the highways in the corridor less than ten days a year, and then for short time periods. Furthermore, recreational opportunities are limited by parking space rather than lack of highway capacity.

b) Transit First Policies - Several policies have been specifically written to place a high priority on preferential treatment for transit, including truck and bus climbing lanes, intersection improvements, etc. Exclusive bus ways or bus lanes were judged to be unnecessary or not fundable in the foreseeable future.

c) Safety and Operational Improvements - Safety and operational improvements are specifically called for because although additional capacity is not needed, various improvements, such as a Devil's Slide Bypass, straightening curves, intersection improvements and bus and truck climbing lanes, would be desirable.

page: 5

2. Transit Service

- a) Service standards for basic transit service - These policies were written to provide a clearer demonstration of MTC's intent to establish transit priorities in the corridor from a regional point of view. Establishing specific service standards is left for the future because the San Mateo County Transit District is just getting started and because funding is limited.
- b) Regional Reserves - A regional reserve has already been established for regional transit development in the County. Such reserves of transit funds should be maintained to carry out transit service standards when they are developed. This mechanism validates MTC's commitment to transit development in the corridor. The level of funds to be used for this corridor relative to the rest of the County or of the Region is, of course, left for further consideration.
- c) Improved Recreational Transit - Specific policies regarding recreation transit have been written because, from a Regional perspective, the recreational resources of the corridor are one of the most important. The policies make clear that the responsibility for improving transit access to recreation sites is not limited to the San Mateo County Transit District and that recreation funding programs should include funds for transit access. Emphasis on transit for recreational travel sites is based on the need to protect the environmental qualities of the corridor and to assure that transit dependent people in the Region can enjoy access to recreational sites.

1. MTC Review Criteria and Standards

- a) Establishment of and use of Specific Population Levels for Planning Purposes - These policies are important for the maintenance of consistency between the MTC and ABAG Plans. They commit MTC to the use of the same population levels which ABAG has adopted, and to maintain a balance between transportation capacity and the capacity of other services (water and sewer) in the corridor.
- b) Limitations on The Use of Federal Aid to Urban (FAU) System Funds - These policies provide direct MTC support to the compact growth oriented development policies of ABAG which, in turn, improve the viability of transit service. These policies also help prevent the intrusion of transportation facilities on scenic resources.
- c) Provisions for Low and Moderate Income Housing - This policy directly supports the ABAG housing policies for the corridor.

4. MTC Recommendations as Regards the Actions of Other Agencies

- a) Policies oriented to compact growth at higher densities - These policies would make transit service a more viable option in the corridor and support the development policies of ABAG.



page: 6

b) Policies Aimed at the Preservation of Natural and Recreational Resources - These policies provide MTC support of development policies.

PART I

PROPOSED REVISIONS TO REGIONAL TRANSPORTATION PLAN FOR
SAN MATEO COAST CORRIDOR POLICIES

(new language is shown in *italicized type*)

1. Rewrite description of San Mateo Coast Corridor narrative, pp. 37 and 38, to read as follows:

SAN MATEO COAST CORRIDOR

This predominantly undeveloped Corridor extends the full length of San Mateo's ocean coastline. Limited development is scattered in small communities along Route 1.

Trunk line highway access between the coast and the intensively urbanized San Mateo Bay Plain is provided by Routes 1 and 92. Limited capacity east-west access is provided by Sharp Park Road and Route 84.

Greyhound provides trunk transit service between downtown San Francisco and Half Moon Bay. Local transit service in Pacifica is operated by the City. In Daly City, Northgate Lines provides service to that city and South San Francisco. It also provides feeder service to the BART station. These two local transit systems are connected.

In planning the Corridor's future, the relationship between urban growth, environmental quality and transportation is a matter of critical concern. The extent to which development should be allowed to encroach upon agricultural, recreational and open space resources is a major issue. The coastal area between Pacifica and Half Moon Bay is especially growth sensitive. Both recreational and residential redevelopment pressures are mounting. Major improvements to the Corridor's transportation system, especially those to highways, would forge a stronger link between the employment opportunities of San Francisco and the West Bay, and the residential opportunities of the coast.

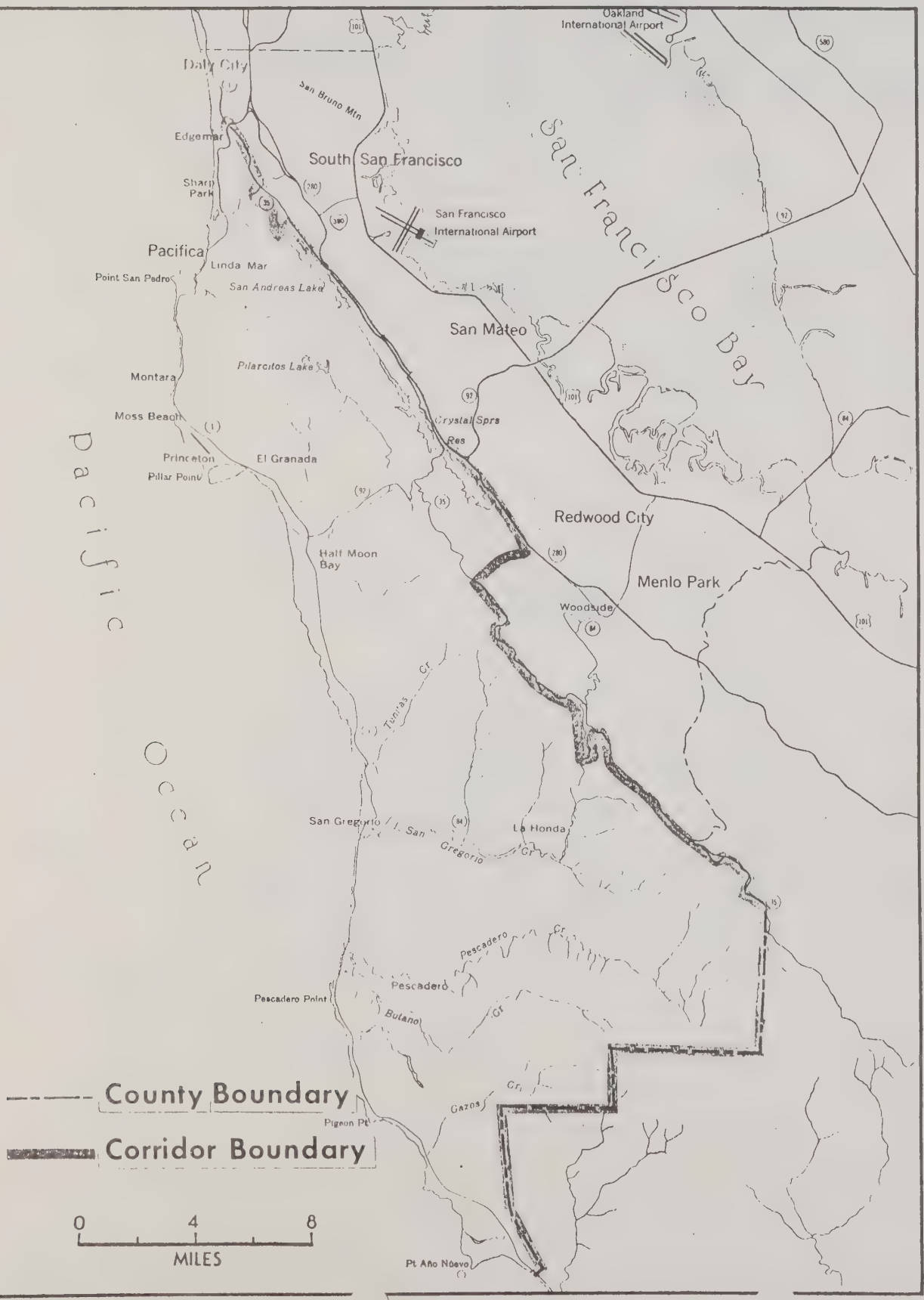
A set of transportation policies for the Corridor, developed from a study undertaken jointly by MTC and the Association of Bay Area Governments in 1974/75, has been adopted by the Commission. These policies are developed to achieve planning objectives stressing compact growth and environmental protection by:*

* San Mateo Coast Corridor Transportation Policies, Metropolitan Transportation Commission, March 24, 1976.

- 1) *Designing transportation improvements to meet expected levels of population in the corridor.*
- 2) *Emphasizing transit solutions in meeting travel needs; provide more transit service for recreational travel; and accomplish necessary highway improvements through operational improvements rather than major widenings.*
- 3) *Coordinating the development of public services (water, sewer, transportation) in order to provide for the most efficient investment of public capital.*
- 4) *Concentrating new development primarily around existing communities to preserve the coast's natural and scenic resources, including agricultural lands.*
- 5) *Controlling access to the coast's recreation sites to protect those areas deemed to be environmentally sensitive.*

Based upon Corridor-specific transportation policies adopted by the Commission in connection with the study, the general direction indicated for improvements to the regional transportation system in the corridor is as follows:

1. *Transportation improvements for the San Mateo Coast Corridor shall be made a) through improvements to trunk, local and recreational transit service, and b) by improving the efficiency of highways before highway capacities are increased.*
2. *Before 1990 improvements to highways serving the coastal corridor shall be limited to safety and operational improvements.*
3. *After 1990 consideration may be given to capacity expansion of highways serving the corridor provided a) it can be demonstrated that basic levels of transit service have been met, and b) the proposed improvement will not result in reduced transit patronage.*
4. *Highway improvements shall be approved a) only if they include methods to provide preferential treatment for transit service, or b) if it is demonstrated by the applicant that preferential treatment for transit is not feasible.*



San Francisco Bay
San Francisco
San Mateo
Redwood City
Menlo Park
Woodside
Los Altos
San Jose

2. Revise San Mateo Coast Improvement Proposals Table, pp. 59 and 60, as follows:

p. 59 1. SM-1

Improvement Proposal *Local Transit Service Coordinated
with Trunk Transit Service*

Description *Provide local transit service coordinated
with trunk transit service within the
Corridor sufficient to meet basic levels
of service.*

Relative Importance in Plan - Comments

Improved local transit service, coordinated with trunk transit service, is essential if the Corridor's dependence upon the automobile is to be reduced and planning goals supporting environmental protection and compact development are to be realized. MTC will define basic levels of transit service for the Corridor and establish standards for integrating this service with trunk service.

2. SM-2

Improvement Proposal *Trunk Transit Service*

Description *Provide trunk transit service to and
through the Corridor sufficient to meet
basic levels of service.*

Relative Importance in Plan - Comments

Commuting by automobile to employment opportunities outside the Corridor is a significant characteristic of travel behavior in the Corridor. Improved trunk transit service, coordinated with local transit service, is required to reduce this automobile dependency. Improved trunk service would also capture many non-work trips currently made by automobile. MTC will establish standards defining basic levels of trunk transit service for the Corridor.

p. 60 3. SM-3

Improvement Proposal *Transit Access to Coastal Recreation
Areas*

Description Provide improved transit service to coastal recreation sites.

Relative Importance in Plan - Comments

Pressures for recreational opportunities along the coast are mounting, necessitating careful monitoring and protection of recreational and open space resources. Excessive auto usage could be detrimental to these resources and could produce heavy weekend auto congestion on limited capacity arterials. Improved transit service, coordinated between operators and designed to meet the recreational access needs of all socio-economic groups, provides an opportunity for reducing automobile dependency and protecting the natural environment.

4. SM-4

Improvement Proposal Rte. 1 From Pacifica to Half Moon Bay

Description a) Construct a two lane Devil's Slide bypass.
b) Add operational improvements, as warranted, to include curve straightening, grade reduction, intersection improvements, bus and truck climbing lanes, and turn outs.
c) Add safety improvements, as warranted, to include lane widening, shoulder improvement and signals.
d) Make provision for preferential treatment of buses at congested locations.
e) Make improvements providing adjacent or separate facilities for bicycles and pedestrian paths where appropriate.

Relative Importance in Plan - Comments

Restraint in highway construction is needed if the corridor planning goals are to be achieved. Until 1990 no major highway construction should be permitted. Instead, the efficiency of the existing highway system should be upgraded through operational and safety improvements. Major capacity additions may be considered after 1990, provided it can be demonstrated that basic levels of transit service have been met, and the capacity addition will not result in reduced transit patronage.

5. SM-5 DROP RTE 380 FROM PLAN AND ADD SHARP PARK ROAD/
WESTBOROUGH BOULEVARD

Improvement Proposal Sharp Park Road/Westborough Boulevard

Description Include this facility, between Rte 1 and I-280, in the State highway system as a less-than-freeway facility. Add westbound lane and make operational and safety improvements, including those facilitating transit service and bicycle and pedestrian use, as warranted.

Relative Importance in Plan - Comments

These improvements would improve efficiency of existing highway system serving Pacifica, reduce the need for new major highway construction and promote the use of alternative modes of transportation.

6. SM-6

Improvement Proposal Rte 92 from I-280 to Rte. 1 in Half Moon Bay

Description

- a) Add operational improvements, as warranted, to include curve straightening, grade reduction, intersection improvements, bus and truck climbing lanes, and turn outs
- b) Add safety improvements, as warranted, to include lane widening, shoulder improvement and signals
- c) Make provision for preferential treatment of buses at congested locations
- d) Make improvements providing adjacent or separate facilities for bicycles and pedestrian paths where appropriate

Relative Importance in Plan - Comments

When evaluating proposals to upgrade Rte. 92, consideration must be given to impacts upon growth and environment. Proposals favoring transit service and less-than-freeway solutions should be stressed. Comments for SM-4 are applicable in this situation also.

ADD NEW PROPOSAL AS FOLLOWS.

7. SM-7

Improvement Proposal Transit Support Facilities

Description Provide commuter parking lots, bus shelters, and bicycle storage facilities at major transit stops.

Relative Importance in Plan - Comments

MTC policies recommend more and better transit service for the corridor. If this service is to attract optimum ridership, incentives must be introduced to ensure passenger comfort and convenience. Transit support facilities of the type identified in this proposal will assist in achieving this goal.

3. SAN MATEO COAST CORRIDOR REVISIONS TO SECTION IV R.T.P.

CORRIDOR POLICIES (See San Mateo Coast Corridor Transportation Policies)	RTP PAGE #	PROPOSED REVISION
1,a. MTC shall include proposals in its Transportation Development Program to provide a basic level of transit service in and to the Corridor. (p. 1)		Revision(s) contingent upon development of basic level of transit service standards (trunk & local) not yet available. No T.D.P. revision
1,b. Highway improvements for Route 1, Route 92 and Sharp Park Rd/Westborough Blvd. included in the MTC Transportation Development Program for implementation before 1990 shall be confined to:		
i. Operational improvements such as: the construction of a two-lane bypass around Devil's Slide; improvements to straighten curves; reducing grades to improve bus operations; intersection improvements; bus and truck climbing lanes; and turnouts.	102	. Adjust allocation of funds, and staging, as appropriate, for Devil's Slide Bypass (SM-4) in Table 6.
ii. Safety improvements, such as lane widening, improved shoulders, and signals.	104	. Adjust allocation of funds and programming of expenditures, as appropriate, for "Minor Highway Improvements, San Mateo Coast," in Table 7.
iii. Provision of preferential treatment for buses at congested locations such as Rte 1 between Sharp Park Rd. and Linda Mar, the intersection of Rte. 1 and Rte. 92, and the intersection of Rte. 92 and Rte. 35.		
iv. Improvements which provide adjacent or separate facilities for bicycle and pedestrian paths.		

CORRIDOR POLICIES (see San Mateo Coast Corridor Transportation Policies)	RTP PAGE #	PROPOSED REVISION
<p>v. An additional westbound lane shall be added to Sharp Park Rd. in order to efficiently implement the operational, safety, transit preferential, and bicycle or pedestrian improvements listed above. (p. 1)</p>	<p>98 102 104</p>	<p>. Add Sharp Park Rd (SM-5) to Table 2 if capital costs exceed \$5 m.</p> <p>. If capital costs exceed \$5 m, allocate funds and program expenditures, as appropriate, for Sharp Park Rd. (SM-5) in Table 6.</p> <p>. If capital costs less than \$5 m, allocate funds and program expenditures, as appropriate, to "Minor Highway Improvements - San Mateo Coast" in Table 7.</p>
<p>5,b. MTC shall include funds in its Transportation Development Program for parking lots to serve commuters boarding buses to Bayside employment centers or coastside recreation sites, bus shelters, and bicycle storage facilities at major transit stops. (p. 3)</p>	<p>106</p>	<p>. Allocate funds and program expenditures, as appropriate, under "Special Transit Services," as "Transit Support Facilities - San Mateo Coast" in Table 9.</p>
<p>6,b. Additional transit service to recreational sites shall be included in the MTC Transportation Development Program as funds become available. This service should be responsive to seasons of peak recreational activity in the San Mateo Coast Corridor. (p. 4)</p>	<p>106</p>	<p>. No specific provision for San Mateo Coast Corridor recreational transit in current T.D.P.</p> <p>. If appropriate (i.e., if financial forecasts identify available money), allocate funds and program expenditures under "Special Transit Services", as "Recreational Transit Services - San Mateo Coast" in Table 9.</p>
<p>9,b. MTC shall include in its Transportation Development Program proposals for extensive transit service and bicycle and pedestrian paths. (p. 4)</p>		<p>No specific provision for San Mateo Coast Corridor transit service in current T.D.P. No provision for bicycle and pedestrian paths. Revision(s) contingent upon determination of what constitutes "extensive service," and relationship of Corridor needs with needs elsewhere in the region.</p>

Part II
Metropolitan Transportation Commission
SAN MATEO COAST CORRIDOR POLICIES

March 26, 1975

A study of regional Planning issues in the San Mateo Coast Corridor, undertaken jointly by ABAG and MTC in 1974/75, was completed in the summer of 1975.¹ The study recommends a coordinated set of land use and transportation policies for the corridor to achieve a policy objective stressing compact growth and environmental protection. The land use policies were adopted by ABAG, and the transportation policies were adopted by MTC.

The following transportation policies are established as the MTC policy base for decisions effecting improvements to the Corridor's transportation system.

1. Transportation improvements for the San Mateo Coast Corridor shall be made through improvements to the transit system and improved efficiency of the highways before highway capacities² are increased.
 - a. MTC shall include proposals in its Transportation Development Program to provide a basic level³ of transit service in and to the Corridor.
 - b. Highway improvements for Route 1, Route 92, and Sharp Park Road / Westborough Boulevard included in the MTC Transportation Development Program for implementation before 1990⁴ shall be confined to:
 - i. Operational improvements such as: the construction of a two-lane bypass around Devil's Slide; improvements to straighten curves; reducing grades to improve bus operations; inter-section improvements; bus and truck climbing lanes; and turnouts.
 - ii. Safety improvements such as lane widening, improved shoulders, and signals.
 - iii. Provision of preferential treatment for buses at congested locations such as Route 1 between Sharp Park Road and Linda Mar, the intersection of Route 1 and Route 92, and the intersection of Route 92 and Route 35.
 - iv. Improvements which provide adjacent or separate facilities for bicycle and pedestrian paths.

¹ See San Mateo Coast Corridor Evaluation, Final Report and Summary, Joint Policy Committee, ABAG/MTC, October 1, 1975.

² Highway capacity expansion as used in the San Mateo Coast Corridor Policies refers to projects providing for continuous additional automobile travel lanes. Bus and truck climbing lanes, while increasing capacity to a certain degree, are not considered to be primarily capacity increasing in nature.

³ Policies 2, 3, and 4 provide guidelines for establishing basic service levels.

⁴ The year 1990 is used to establish a clear target for planning and programming at MTC and ABAG. This target is subject to change on an annual basis.

- v. An additional westbound lane shall be added to Sharp Park Road in order to efficiently implement the operational, safety, transit preferential and bicycle or pedestrian improvements listed above.
 - c. MTC shall consider including proposals in the Transportation Development Program, for implementation after 1990, such as capacity expansion for Routes 1 and 92, if it is demonstrated that basic transit service levels established by MTC have been met and that the highway improvements will not result in reduced transit patronage.
 - d. MTC shall delete the portion of Route 380 west of Interstate 280 from the Regional Transportation Plan.
 - e. MTC shall recommend that Sharp Park Road/Westborough Boulevard west of Interstate 280 be included in the State Highway System as a less than freeway facility.
2. Trunk transit service shall be improved to provide convenient and dependable access between major activity centers within and outside the San Mateo Coast Corridor. This service shall provide basic levels of transit access to major employment centers, retail centers, transfer points, and social services not available within the Corridor as well as to residential and major recreational areas within the Corridor.
- a. MTC shall establish standards for trunk transit service in the Corridor. These standards shall include the definition of service levels and the coordination of transfers and fares.
 - b. MTC shall include within the San Mateo County regional reserve⁵ of Transit Development Act funds (and other funds, as they become available), funds for transit projects and programs within the Corridor which meet the service standards established for the Corridor.
3. Local transit service shall be designed to complement trunk transit service in the San Mateo Coast Corridor. This service shall provide basic levels of transit access between urban and recreational areas, and trunk transit lines and terminals.
- a. MTC shall establish standards for integrating local transit service levels, fares, and transfers with important regional trunk services provided by BART, the Southern Pacific Railroad, AC Transit, the San Francisco Muni, and the San Mateo and Santa Clara Transit Districts.
 - b. MTC shall include within the San Mateo County regional reserve of Transit Development Act Funds (and other funds as they become available) funds which will be allocated only to transit projects and programs for the Corridor which meet regional standards for integrating local and trunk transit service.

⁵Regional Reserve - In Resolution #67, the MTC developed policies for the allocation of transit funds available under the Transportation Development Act of 1971 (TDA). In addition, the resolution authorized that a portion of all TDA monies in Solano, Napa, San Mateo and Santa Clara Counties be reserved for projects that enhance and contribute to a regional public transportation system.

4. MTC shall support the development of transportation services and facilities which meet the accessibility needs of low mobility groups (e.g. the elderly, low income populations).
 - a. MTC shall include within the San Mateo County regional reserve of Transit Development Act Funds (and other funds as they become available) funds which shall be allocated only to transit projects and programs which demonstrate that increased accessibility of low mobility groups will result.
 - b. MTC shall establish standards inclusive of service level, scheduling and routing, and coordination of transfers and fares, for transit service to low-mobility groups and shall approve funds for transit and/or highway projects only if it can be demonstrated that the project contributes to the achievement of such standards.
 - c. MTC shall support fare subsidies where necessary to assist the needs of low-mobility groups.
 - d. MTC shall allocate a specified portion of its budget and staff to plan (in conjunction with local and state agencies) transit or para-transit programs to respond to the special needs of low-mobility groups.
5. Transit and highway improvements shall be coordinated to reduce dependence on the automobile in order to increase transit patronage.
 - a. MTC shall approve applications for funding of highway projects and programs only if they include methods to provide preferential treatment for transit service or it is demonstrated by the applicant that preferential treatment for transit is unfeasible. Methods for preferential treatment for transit may include separate bus lanes, ramp metering or traffic signals activated by transit vehicles.
 - b. MTC shall include funds in its Transportation Development Program for parking lots to serve commuters boarding buses to Bayside employment centers or coastside recreation sites, bus shelters, and bicycle storage facilities at major transit stops.
 - c. MTC shall not include highway capacity expansion projects in its Transportation Development Program until transit service has been improved to basic service levels established by MTC.
6. Transportation improvements required to provide access to the recreation sites in the San Mateo Coast Corridor for the population of the region will be made through improvements to the transit system and improved efficiency of the highways before highway capacities are increased. The improvements

will be made in accordance with 1) the need to protect the natural environment, and 2) the need to plan coordinated transportation and recreational site development.

- a. Highway improvements shall be consistent with the capacity levels recommended in item 2 on page 5.
 - b. Additional transit service to recreational sites shall be included in the MTC Transportation Development Program as funds become available. This service should be responsive to seasons of peak recreational activity in the San Mateo Coast Corridor.
 - c. MTC urges that local and State agencies provide information on weather, traffic, and parking congestion on weekends and holidays.
7. Increased funding should be made available for recreation transit to the San Mateo Coast Corridor.
- a. MTC urges that park and recreation development proposals include financing for transit service both to and within recreation sites in lieu of additional parking space development.
8. The provision of recreational transit to the San Mateo Coast Corridor should be coordinated with transit operators throughout the region.
- a. MTC shall recommend to major transit operators in the region that regional recreational transit service be provided to the San Mateo Coast Corridor, that trunkline service be coordinated and that the costs of recreational transit be shared equitably by all appropriate operators.
9. Improved travel access to San Mateo Coast recreation sites should be designed to protect the environmental qualities of the Corridor and to assure that all people in the region can enjoy access to recreational activities.
- a. MTC shall include in its Transportation Development Program proposals for extensive transit service and bicycle and pedestrian paths.
 - b. MTC shall establish standards for recreational transit service which assure access for all socio-economic groups to coastal recreation sites.

The following policies, developed by the study, establish criteria and standards used by MTC when reviewing plans and projects for the corridor proposed by other agencies.

1. MTC shall use the following 1990 population levels and/or projections based on the next officially recognized census, when approving transportation projects: Mid-Coastside⁶ - 19,000; Pacifica - 42,000.
2. MTC shall approve transportation improvements that have capacities mutually consistent with the capacities of other public service improvements in the corridor and which support the population levels and development patterns established by the San Mateo Coast Corridor Policies.
 - a. MTC shall approve capacity increases for transportation facilities which would accommodate increased population only if it is demonstrated by the applicant that fiscal resources (both local match and subsidized shares) are available to expand the capacities of other service systems affected by transportation improvements to a similar level.
 - b. MTC shall approve capacity increases for transportation services to meet demands for agricultural, commercial and recreational travel only if it can be demonstrated that these improvements will not induce population increases which would require further expansion of other services.
3. Urbanized uses shall be limited to the current corporate limits⁷ of Half Moon Bay, Pacifica, and the Phase I Urbanization Areas.⁸
 - a. MTC shall not approve FAU assistance to roads in the San Mateo Coast Corridor that serve areas i) outside the corporate limits of Half Moon Bay, Pacifica, and San Mateo County's Phase I Urbanization Areas, or ii) within the ridgeline areas⁹ of Pacifica.

⁶ Mid-Coastside is an area bounded by Devil's Slide to the north, the ridgeline of the Santa Cruz Mountains to the east, Marlin's Beach to the south, and the Pacific Ocean to the west.

⁷ Corporate limits refers to municipal boundaries, city limits, or the area in which any municipality exercises its tax assessment powers.

⁸ Phase I Urbanization Areas define the unincorporated limits for development in Montara, Moss Beach, El Granada, and Princeton, or technically: all lands which are not zoned RM (resource management) in the San Mateo County Resource Management Zoning District.

⁹ Ridgeline Areas are defined as those areas that are adjacent to a topographic drainage divide and which have slopes less than 30%.

4. The scenic quality of the Corridor shall be regarded as a public resource.
 - a. MTC shall approve Federally assisted transportation proposals (including Federal-Aid Urban System funds) only if it is determined by MTC that these proposals, or the developments supported by such proposals, do not intrude upon the existing coastal viewshed¹⁰ beyond the corporate limits of Half Moon Bay and Pacifica, beyond the Phase I Urbanization Areas or on ridgeline areas in Pacifica.
5. The provision of housing for low and moderate-income households in the Corridor shall be consistent with the need to develop and conserve housing for the entire Region.
 - a. MTC shall approve transportation projects only if there is an affirmative local effort to increase the supply of housing opportunities to low and moderate income people.

The following policies define actions MTC recommends be taken by other agencies to support the Corridor's transportation and comprehensive planning objectives.

1. Urbanized uses shall be limited to the current corporate limits of Half Moon Bay, Pacifica, and the Phase I Urbanization Areas.
 - a. MTC shall recommend to the San Mateo County LAFCO:
 - i. that an urban area service boundary¹¹ be established no larger than the current corporate limits of Half Moon Bay, Pacifica and Phase I Urbanization Areas.
 - ii. that proposals to annex lands or to create new wastewater service districts beyond the proposed urban area service boundaries be denied.
 - b. MTC shall urge that the cities of Pacifica and Half Moon Bay:
 - i. amend their zoning ordinances (including Planned Unit Development¹² provisions) to increase land available for multiple family dwellings.

¹⁰Coastal Viewshed includes all land and water areas that can be seen from the sea, from the water's edge, from principal coastal access roads, trails and railroads, and from major lateral transportation corridors leading to the coast.

¹¹An urban service boundary as defined by the LAFCO identifies a five year service area. There is no existing urban area service boundary in the corridor as of July 1975. A sphere of influence boundary (a twenty year development line) does exist.

¹²Planned Unit Development - A subdivision which has both individual building sites and common property (e.g. parks) and is designed as a separate neighborhood or community unit.

2. MTC shall propose and support legislation creating new funding sources for State and Regional recreational resource areas such as the San Mateo Coast Corridor.
3. The conversion of prime agricultural lands, lands suitable for the production of coastal dependent crops, and other economically productive agricultural lands¹³ to urban uses outside of urban areas shall be discouraged through implementation of the land use and transportation policies for the San Mateo Coast Corridor.
 - a. MTC shall urge Pacifica, Half Moon Bay, and San Mateo County to zone prime agricultural land, lands suitable for producing coastal dependent crops, and other lands suitable for agricultural production, so as to prevent their conversion to urban uses.
4. The development and expansion of recreational opportunities within the Corridor shall be encouraged.
 - a. MTC shall encourage as a long-term goal the public ownership of and access to a continuous strip of land along the coast determined to have statewide and regional significance with due consideration to fiscal feasibility and impacts on local governments. Public ownership of significant upland recreational areas shall also be encouraged.
5. MTC shall encourage and support projects and facilities which would improve or maintain water quality standards (as defined by the Regional Water Quality Control Board) necessary for the preservation of marine and aquatic environments.
6. All remaining coastal wetlands and estuaries, and related buffer areas shall be preserved.
 - a. MTC shall urge local, State and Federal agencies to acquire and manage coastal wetlands, estuaries, and related buffer areas and to restrict public access where necessary.
7. Ecologically significant habitat areas¹⁴ (animal, plant, marine, aquatic) shall be preserved.
 - a. MTC shall urge local, State and Federal agencies to manage ecologically significant habitat areas for preservation and restrict public access where necessary.

¹³ Policies referring to agricultural lands include floriculture and greenhouses.

¹⁴ Ecologically significant habitats are areas such as tide pools, coastal streams vital to anadromous fish runs, significant habitat or rare and endangered species, unaltered recent and critical dunes, lakes and ponds, offshore rookeries and sandy beaches.



The implementation of these policies depends upon the following conditions:

1. The application of San Mateo Coast Corridor Policies is subject to the availability of the funds required for their implementation.
2. The San Mateo Coast Corridor Policies provide a basis for identifying priorities only within the corridor. No priorities have been established by these policies on transportation funds available for use on the rest of San Mateo County or the rest of the Region.
3. These San Mateo Coast Corridor Policies do not establish priorities for the nature or level of transit service or funding to be provided in the corridor as additional funding becomes available. This decision cannot be made until transit service standards have been developed in consultation with the affected transit operators.

U.C. BERKELEY LIBRARIES



C123305101